Five-Year Street Reconstruction Plan

2017 - 2021 Projects



77th Street Underpass (2017)

Construction of a new 77th Street underpass of T.H. 77. The Underpass will be the final piece of the 77th Street corridor, designed as an arterial reliever to I-494 in order to reduce congestion. The underpass will improve access to and from the Metro Transit South Garage, and provide direct access for cars, bicyclists, pedestrians and transit users from Richfield to MSP and the Mall of America.

66th Street (2017-2020)

Reconstruction of 66th Street (CR53) from Upton Avenue to Richfield Parkway. This project includes reconstruction of failing pavement, replacement of City utilities, undergrounding of parallel overhead utility lines, and improved bicycle and pedestrian accommodations. The project also addresses safety and traffic flow concerns through the use of additional medians and roundabouts.

Residential Mill & Overlay (2017-2020)

As part of a 6 year initiative to perform major maintenance to extend the life of the City's residential roads, originally constructed in the mid-70s, asphalt streets will receive a mill and overlay. To date, approximately 15 miles of the City's residential roads have been completed with the remaining 85 miles to be resurfaced over the course of the project. The project also includes catch basin and curb repairs, along with replacement of City utility manholes. The bonding required to complete the project will be financed through the increase in Franchise Fees effective April 2014.

65th Street Central (2020)

Reconstruction of 65th Street between Nicollet Avenue and 66th Street. This project will replace the failing concrete road surface with new asphalt. The project will also replace City utilities. Consistent with the City Complete Streets Policy, a public involvement process would be used to determine the future design of the roadway.

Penn Avenue Reconstruction (2021)

Reconstruction of Penn Avenue from 62nd Street to 75th Street. This project includes reconstruction of failing pavement, replacement of City utilities, and undergrounding of parallel overhead utility lines. Consistent with the City and County Complete Streets Policies, a public involvement process would be used to determine the future design of the roadway.